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RAIL TRAVEL NEWS

VOL. 7 NO. 4
SECOND ISSUE OF
FEBRUARY 1977
#148

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Director-Passenger and Dining Car Services
Denver & Rio Grande Western Railroad Co.
Denver, Colorado

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(continued on page 23)

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STAFF: Editor: James Russell. Editor-at-Large: Paul Rayton. Regional Correspondents: Peter Putnam Bretz, Los Angeles; Jack Ferry, Chicago; Kenneth Maylath, Baltimore; Peter Rosbe, Boston

AMTRAK STEAM TRIP SCHEDULE SET

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Passengers can purchase tickets for any portion of the trip(between any stops), or for the entire run. The train will operate in daylight hours, leaving each day at about 8am. Starting Mar 8, schedule and fare info are available from Amtrak's toll-free reservation numbers. About Mar 15 Amtrak ticket and travel agents will have complete info. Amtrak is urging riders to make reservations as soon as possible--some segments may be sold out very early. A special fare of $299 for the full trip is available; also the full trip plus a 14-day USA Rail Pass for $399 (the pass can be used before or after the excursion but not both). If sufficient demand develops, the train will carry a parlor car at 50% higher fare. The SP permitting, Amtrak will use domes on the train. Sample fares: Birmingham-Jackson $27; Phoenix-Yuma $23; L.A.-Santa Barbara $16; Oakland-Dunsmuir $30; Eugene-Portland $19.

RECENT AMTRAK ACCIDENTS

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The northbound INTER-AMERICAN, train 22, had its engines hit broadside by a C&NW freight transfer run at 9:15pm on Feb 26 at the Pan Handle Crossing at 36th & Western Avenue near Chicago's Brighton Park Turbo facility. (continued on page 21)

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Rail Canada

VIA RAIL CANADA will be the name of the crown corporation formed to manage rail passenger service in Canada, it was announced by Transport Canada on Feb 28. Transport Minister Otto Lang said in Vancouver that the organization will be a subsidiary of Canadian National, and that its board of directors will have representatives of CN, CP, the government, and business and labor. The new company will plan, market and perform on-board customer services, and will contract with CN and CP for the actual operation of the trains on the property of either railway. Lang said that creation of the company does not relieve CN and CP of their statutory obligations to provide rail passenger services. The approval of Parliament is required.

THE ATLANTIC PROVINCES should be wary of federal ministers bearing gifts, President Harry Gow of Transport 2000 said Feb 24 in Ottawa. Mr. Gow warned of "interference by Transport Minister Lang with the workings of the CTC, which is to begin (this spring) public hearings on railway passenger services between Montreal and the Maritimes, in order to improve, or rationalize, such services." Gow said that Lang has already decided on a single transcontinental service for the region, with bus and air services slated to fill in discontinued rail service. "All of this flies in the face of reason and truth and statistics. Are they not aware that in 1975, last year for which statistics are available, that there were increases in numbers of passengers carried all over CN's Maritime network?" Gow pointed to ridership increases of 13.4%-41.6% on a number of routes, and said that preliminary data would indicate further increases in 1976. Transport 2000 estimates that money not spent on these rail services would build at most 30 miles of highway each year, and that at 1975 prices. The address of consumer group Transport 2000 is Box 300, Terminal A, Ottawa, Ontario K1N 8V3.

THE PROCEEDINGS OF the first National Rail Passenger Conference held last October in Regina is now available at $5.95 plus 30¢ postage (75¢ overseas) from: The Bookstore, University of Regina, Regina, Saskatchewan S4S 0A2.

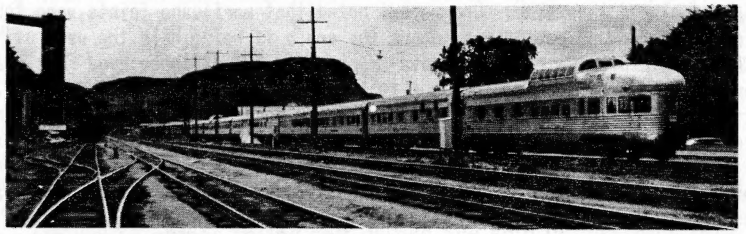
THE ALBERTA BRANCH of Transport 2000 has warned that city-center railway stations should not be moved away from the central business districts, as has happened in Saskatoon, Quebec City and Windsor. The organization is particularly concerned that Ellerslie may be made the terminating point of the Calgary-Edmonton service. It also called for establishment of service as a pilot project between Saskatoon and Edmonton (via North Battleford), and urged the Alberta and Canadian governments to help buy new equipment such as LRC, Amfleet or TurboTrains and to make available to Canadians cars of the type now being manufactured for Amtrak by Pullman-Standard.

TRANSPORT MINISTER LANG has failed to convince many in government and probably most of the public that a "user-pay" principle should apply in transportation, claims columnist Douglas Fisher in the Edmonton Journal. "We'd argue that transport must be seen mainly as a utility in a country with our space and scatter" countered Fisher.

THE "PRINCESS MARGUERITE" vessel between Victoria and Seattle will have its season extended this year thru Oct 10 (Canadian Thanksgiving Day). A new Seattle terminal, Pier 69, saw construction start on Feb 22.

THE DISPLAY TOUR in the U.S. of B.C. Railway's "Royal Hudson" steam train will find it in San Francisco Mar 24-26; San Jose 3/27, L.A. 3/29-31, Anaheim Apr 1, Bakersfield 4/2, Fresno 4/3, Stockton 4/4, Sacramento 4/5, Redding 4/6, Klamath Falls OR 4/7, Eugene 4/8, Salem 4/9, Portland 4/10, Tacoma WA 4/11, Ballingham 4/12.

CP CANADIAN at Thunder Bay. Photo: Paul Rayton.



CARS & CONSISTS

*LONE STAR, train 15, Norman OK Feb 15 (last consist combined with #3-4): engines 512, 527; (Chic-Houston:) cars 2350 "Regal Dome" (buffer car), 1048, 9917, 9929, 3392, 8070, 2726 "Pine Mesa", (Chic-Dallas:) 2651 "Silver Shore", 4532, (K.C.-Dal:) 1180. Same, Feb 16 (first separated consist): engines 502, 617; (Chic-Hous:) cars 1415, 1168, 2720 "Pine Gorge", 8039, 3390, 9901, (Chic-Dal:) 9911, 2361 "Regal City", (K.C.-Dal:) 1181.

*COAST STARLIGHT, train 11, E. Olympia Feb 28: engines BN 6319, Atk 334 (E8A), SR 6147 (FP7A); 12 cars incl. one buffer car. Same Mar 1: engines BN 6322, Atk 345 (E), Atk 376 (F); 12 cars incl. one buffer car. Train 11, Seattle Feb 20: engines BN 6319, Atk 334, Atk 377 (F); cars 4805 (buffer), 1109, 1501, 4509, 4860, 4511, 4535, 4518, 4868, dome 9374, 8037, 2710 "Pine Arroyo", 2716 "Pine Dale." At Portland, engines 558 & 569 substituted. At Klamath Falls 569 replaced by SP 8888 due to flat wheels. 3:15 late at San Jose.

*EMPIRE BUILDER, train 8, Seattle Feb 18: engines 565, 562; cars 4549 (buffer), SP 6671, 1030, 1552, 4491, dome 9485, 4550, 4893, 5690, dome 9360, 8045, 2661 "Silver Plain", dome 9210. Train 7, same: engines 531, 541; cars 1911, 4527, SP 6730, 1035, 1553, 4521, dome 9454, dome 9364, 8048, 2672 "Silver Hollow", dome 9214. 3:20 late.

*SAN FRANCISCO ZEPHYR, train 6, Galesburg Feb 5: engines 627, UP 973B, 367; cars 1422, 1004 "Silver Coyote", 1104, 4862, 5235, 5228, 8053, 2754 "Palm Summit", 2650 "Silver Point." Same Feb 19: engines BN 5482 (U30B), 408 (E9A), 349 (E8A); cars 1921 heater car, 1422, 1154, 1182, 4818, 4812, dome 9478, 3332, 8053 "Silver Cuisine", 2754 "Palm Loch", 2759 "Palm Summit." 8hrs plus late, engine problems.

*PANAMA LIMITED, train 59, 1st section, Memphis Feb 19: engine 709 (P30); cars 1353, 21114, 21850, 20207, 21823, 21808, 21848, 20203, 21208, 21201. Same, 2nd section, to Mardi Gras: engines 624, 625, 615; cars 1417, 2815, 2620, 9906, 9932, 9971, 9981, 9953, 9957, 9943, 9972, 9936, 9954, 9928, 8050, 2721, 2217, 3312, 1059.

*FLORIDIAN/AUTO-TRAIN, train 56, Louisville Feb 19: engines A-T 4008 & 4006; cars A-T 138 steam generator, dome-obs 9320 "Silver Terrace", dome 9542, 8081, 2834 "Navajo Valley", 1428, (A-T cars:) kitchen-dorm 591, buffet 570, domes 902 & 707, 7-1-3 slpr 604, auto carriers 39, 46, 34, 45, caboose 6. Atk engines 418 & 430 (E's) were used north of Louisville. Same Feb 20: engines A-T 4000 & 4012; cars Atk 1917 (steam generator), 5469, dome 9466, 8091, 2771 "Charlotte", (A-T cars:) 597 kitchen dorm, 580 buffet, dome 900 & 470, 7-1-3 slpr 606, auto carriers 22, 4, 24, 25, caboose 3 (#3 & 6 built from bi-level auto carriers). Train 93, Jacksonville-Miami stub, Jacksonville Feb 13: engine 637; cars 5618, dome 9467, 8365.

*LAKE SHORE LIMITED, train 49, Cleveland Feb 19: engines 614, 594; cars 1510, 2000, 2691, 5659, 2533, 8332, 6419, 5670, 5656, SP baggage (no.?). (5½hrs late due to lounge derailed at Croton-Harmon). Train 48, Toledo Feb 19: engines 610, 406 (E9A); cars 1530, 2005, 2833, 8336, 3360, 5669, 5663, 5678, 2536, 1156.

*BLACK HAWK, train 370, Freeport IL Feb 14: engine 723 (P30); cars 21155, 20751. Train 372, Chicago Feb 20: engine 506 (new paint); cars 4423, 3820, 4570. Train 370, Rockford IL Feb 23: engine 203 (F40); cars 21154, 20227.

*ADIRONDACK, train 69, NY-Albany Feb 25: Turbo equipment 156 power coach, 181 & 176 coaches, 186 food service car, 159 power coach. At Albany psgrs change trains to: engines D&H 16 & 17 (PA's); cars dome 9561, D&H cars 41, 31, 202, 205. Train 68, same: Turbo power coach 151, 177 food service, coaches 175, 162, power 162.

Urban-Suburban Transit

FRONT-PAGE ARTICLE in the Wall Street Journal (Mar 1) reports that public transit has been gaining ridership in the U.S. in the past 4 years. New York City has fallen off 11% in that time while the rest of the nation has grown 17%, for a net gain nationwide of 8% since 1972 (NY has 25% of all transit riders).

TRANSPORTATION SECRETARY ADAMS said late in Feb that Los Angeles must use buses as its transit solution, since the population is too spread out to make practicable a fixed rail system.

SANTA CLARA COUNTY (CA) regional transit study has concluded that a 55-mile light rail system with 1200 feeder buses might be appropriate for the area by 1990, or alternatively a 1500-bus system.

THE CHICAGO SYSTEM has had more fatalities in accidents in the past 50 years than all other U.S. rapid transit systems combined--a total of 32. The figures came to light following the Feb 4 wreck on the CTA which killed 11. Transport Central declared that the CTA segments using electronic cab signalling are less safe than those with the older mechanical train stop mechanisms to prevent rearend crashes. The train operator in the recent crash said that his brakes malfunctioned, but officials declared them okay. One report noted that marijuana joints were found in the driver's bag. A public hearing on the crash is being held the week of Mar 7.

TRANSIT BRIEFS: ICG commuters have dropped off 20% at three Hyde Park stations after a Nov 1 fare increase from 60¢ to $1 on the Chicago commuter railroad.....

Ctizens Transit Committee in San Diego, which recently rejected a rapid transit system plan will consider a new one involving a $380 million system using existing rail lines, running from Clairemont to Chula Vista..... The Oregon Transportation Commission has indicated the state has insufficient funds to begin a rail rapid transit system proposed for the Willamette Valley (Portland-Eugene).....

RAIL FANTRIPS

Private car "Minneapolis Club" Oakland-Sparks Mar 12-13, $65 not incl. motel. Limit 20 people. Calif. RR Enthusiasts c/o B.L. Jennison, 1555 Oxford #101, Berkeley CA 94709 (415) 841-9468.

Last operation of 1931 green MU coaches, Fox Chase, Warminster, Doylestown and West Trenton branches of CR's Reading Div., Apr 17. Lv Phila Reading Terminal 10:45am, return 4:36pm. Fare $7.50, $4 under 12. Photo stops, souvenirs. NRHS Phila Chap., Box 7302, Phila PA 19101. (215)947-5769 7-9pm EST.

SR 630 steam loco trips, Alexandria-Charlottesville Mar 27 & Apr 3, Alexandria-Front Royal VA Mar 26 & Apr 2. Lv Alex. Union Sta, King St & Russell Rd 8am, Manassas 8:45. Photo stops. Return 6:30 or 7:30pm. $18.50, $15 5-11, under 5 free. Mail sales only: Skyline Limited '77, Box 456, Laurel MD 20810, 534-1100.

SR 630 steam trip Alexandria-Manassas-Front Royal VA Mar 19; buses from Richmond. Adults $18.50, kids $15. NRHS, Old Dominion Chap., Box 8583, Richmond VA 23226.

RTN's Rail Fantrips Dept. appears every-other-issue. One listing of a special trip is free, subject to our editing. Send full info to: Rail Travel News, Fantrips Dept., Box 9007, Berkeley CA 94709.

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ON EUROPEAN RAILS - NORTH SEA TO ALPS

by Norman Freitag

The nations of Western Europe continue to demonstrate the great personal mobility that can be achieved thru extensive intercity rail passenger service. In a 7-week visit last fall to five countries--Netherlands, Switzerland, West Germany, Belgium and Austria--I traveled with a 2-month Eurailpass that cost $300 for first class coach passage.

In comparison with Amtrak, the first class coach accommodations on these five systems are generally equivalent in quality to Amtrak coach travel. Many first class coaches on these European systems offer roomy 1-and-2 seating with only one seat on one side of the aisle, and two on the other. Second class coaches on these European trains, however, are obviously much more spartan than Amtrak's coaches.

Altho exact comparisons are difficult to make, I would rate the Netherlands Railways as having the most modernized and high-quality passenger service among these five national systems. Switzerland I would rate a close second in quality. West German, Belgian and Austrian systems trail behind the Dutch and Swiss somewhat, but still offer good mobility and a high level of service on important intercity trunk lines.

European trains offer the clear operational advantage over long-distance Amtrak trains in having car doors that are manually opened by passengers boarding or leaving the train at any vestibule. Glass windows on these European trains provide definite advantages over the Lexan Amtrak windows in the more vandal-prone United States. Air conditioning for cooling is usually not needed in the relatively cool climates of these five nations. Windows generally open easily on non-air conditioned coaches, and air conditioning is offered on TEE and newer rolling stock.

Amtrak's food service is much less expensive than that of these European systems. On West German trains soft drinks are sold in one-third liter cans for 2.10 Deutsche Marks, the equivalent of 86¢. This compares with Amtrak's 12-ounce soft drink cans of about the same volume sold for 40¢ in 1976. One third liter of beer also goes for 2.10 Deutsche Marks. Despite the high prices, the European systems provide some convenience by having vendors pull snack food and drink carts thru the length of the train.

The European systems have regular coach fares substantially higher than Amtrak coach fares, as shown in the accompanying table for a 160-kilometer trip (almost exactly 100 miles).

In contrast, Amtrak's 1976 fares included a coach one-way fare on the 128-mile Los Angeles to San Diego trip of $7.50, or 5.86¢ per mile; and a New York to Washington DC Metrocoach fare of $23.00, or 10.27¢/mile.

Besides the much greater national mobility afforded by the European intercity rail service in comparison to Amtrak, the European rail passenger has a major advantage over many Amtrak passengers upon arrival at his destination station. Principal European stations are served by excellent urban rail and bus transit, and usually the stations are in the city core area. The European stations themselves, however, have less public seating available for waiting passengers and often one must patronize a cafe or restaurant to gain a seat while waiting, or go outside to a track-side bench.

In the Netherlands, the government-owned national railroad is known as the Nederlandse Spoorwegen (NS). The NS operates 1,758 route miles, of which 1,023 miles and all main lines are electrified. After riding on 27

individual NS train runs last September it was clear that most passenger service is provided by modern electric multiple-unit cars, most of which are painted bright yellow with a few blue stripes.

The most heavily used intercity line in the NS is the key 106-kilometer route connecting Amsterdam and Dordrecht via Haarlem, Leiden, Den Haag (The Hague), Delft, and Rotterdam. Punctual and frequent daily service operates on this line on 15-minute headways from about 6am to midnight. The general pattern of basic southbound service includes departures from Amsterdam Central Station at 10 and 40 minutes after each hour for two local trains terminating at Dorcrecht. At 26 after the hour the thru train to Antwerp and Brussels, Belgium, leaves Amsterdam C.S. at 56 after the hour the train to Vlissingen (Flushing) in southwest Holland departs. The trains on these four hourly departures maintain speeds of 50-53mph including station stops on the Amsterdam to Dordrecht route.

NS passes, valid for 8-day or one-month periods, are available at reasonable prices for either first or second class passage. The major rail junction city of Utrecht is also the headquarters of the NS and the location of the Netherlands Railway Museum. Construction is in progress for a NS line from Amsterdam's large Schiphol Airport to central Amsterdam.

The Swiss Federal Railroad benefits from the strong commitment and affection the Swiss have toward passenger trains. In 1975 the Swiss people made about 45 rail trips per capita, compared with about 24 by Austrians, 16 by West Germans, and 12 by the French. In German the Swiss Federal Railroad is called the Schweizerische Bundesbahnen (SBB) and the railroad's initials are CFF in French and FFS in Italian.

The SBB is the only fully-electrified national railroad system in the world, with 1,806 route miles. The SBB was formed in 1902 as a successor to several private railroads after the electorate had voted in 1898 to authorize nationalization.

The combination of the SBB and several private lines still operating provides an impressive network of passenger service that not only connects the cities and sizable towns, but also offers a surprising level of service in the rural and lightly populated sections of the country. Villages and mountainous areas not served by passenger trains are served by the yellow-colored Swiss postal buses. A major extension project of the SBB is the line under construction from Zurich to the Zurich Airport at Kloten. It is scheduled for completion in 1981.

In Switzerland the Eurailpass is honored not only on the SBB but also on several privately-owned railroads and on lake and Rhine River vessels. The most comprehensive travel pass available to foreigners touring Switzerland is the Swiss Holiday Card, honored on the 5,400-mile network of rail, lake boat, and postal bus services. The Holiday Card also entitles the holder to 25-50% fare reductions on many mountain cog railroads and aerial cable cars which can have quite costly full fares. The thrifty 1977 prices for the Holiday Card include the 8-day pass for $63.50 first class and $45.00 second class, and the one-month pass for $122.50 first class and $88.50 second class.

Swiss trains feature uniformly clean and large windows thru which to view the often-striking scenery. An extremely detailed and informative guide to the Swiss transport network is the national timetable book published by the SBB. The winter 1976-77 edition is 1,012 pages long and sells for 5.50 Swiss Francs. An impressive display of old rolling stock and other rail exhibits is located in Lucerne at the Swiss Transport Museum, known locally as "Das Verkehrshaus der Schweiz."

NATIONAL RAILROAD	FIRST CLASS COACH		SECOND CLASS COACH	
	One way	Round trip	One way	Round trip
Switzerland - SBB	$16.81	$27.06	$11.07	$18.04
West Germany - DB	12.83	25.67	7.87	15.73
Netherlands - NS*	10.10	14.00	6.90	9.50
Belgium - NMBS	9.37	18.74	6.29	12.58
Austria - OBB	7.97	14.28	5.31	9.56

Above table shows costs in U.S. dollars for a 160-km trip (100 miles), based on 1976 fares with dollar exchange rates of 41¢/Swiss Franc; 41.4¢/German Mark; 40¢/Dutch Guilder; 2.7¢/Belgian Franc, and 5.9¢/Austrian Schilling. Regular coach rates are substantially higher than Amtrak coach fares.
*NS round trip must be taken in one-day period.

The German Federal Railroad offers excellent intercity service, especially for first class passengers, but has a large number of aging and somewhat substandard cars in operation on many local and branch line trains. Just over 1 billion passengers each year are carried on the system's 20,000 daily trains. The Federal Railroad, which is known in German as Der Deutschen Bundesbahn (DB), operates bus lines and boat service in addition to trains. Ridership on all three modes of the DB totalled 1.612 billion passengers in 1975 for West Germany's 62 million people.

The premier DB trains are the Trans Europe Express (TEE) and Intercity (IC) trains which connect 50 major West German cities on a basic 2-hour headway. All TEE and almost all Intercity trains are all-first class trains with a supplemental fare of 10 Deutsche Marks imposed on domestic German travel. Eurailpass holders are exempt from the supplemental coach fares, but will be charged for reservations. Reservations for first class are unnecessary on the DB and the other four systems discussed in this article unless travel is made during the peak summer or Christmas periods.

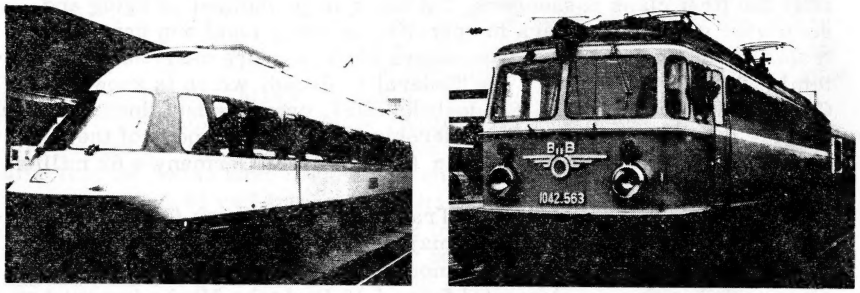
Below TEE and Intercity trains in the DB hierarchy come D-trains (Schnellzug), which are express trains with first and second class accommodations. The D-trains are not as fast or modern as TEE or Intercity trains. Next are the E-trains (Eilzug) or semi-fast trains which make more stops than D-trains and usually operate over fairly short distances. Trains whose numbers are not preceded by any of these letter initials are the DB's local trains and generally quite slow, but important in serving branch lines and less important stations. The DB also operates S-Bahn trains which run as rapid transit in several major West German urban areas.

The Eurailpass is honored on the DB's bus service, the maroon-colored Bahn buses. It is also accepted on the yellow Post buses, another bus operation of the Federal Government. West Germany is apparently one of the few Eurailpass countries allowing free passage on bus service that reaches many points not receiving rail passenger service. In Bavaria, for example, the famous castles of Neuschwanstein and Hohenschwangau can be reached by Post bus from the DB station in Füssen.

The resolution of DB's financial problems and the direction of government policy have placed the threat of discontinuance over many DB local and branch line passenger trains. DB President Wolfgang Vaerst has agreed that significant segments of the DB's 18,318-mile network of lines will have to be abandoned in order to achieve financial health. The DB plans to reduce its labor force by 60,000 persons in the next four years from its present 390,000 workers thru modernization, automation and cutbacks.

There appears to be no Federal government policy to favor the rail mode for passengers and freight over competing highway, waterway, and airline modes in West Germany. In fact, the Federal government plans to build 1,550 miles of new Autobahns and other highways by 1985.

One test of Federal government policy will be development of three high-speed lines with roadbeds capable of permitting 185mph (300 km/h) passenger train speeds. Construction of the 70-mile Mannheim-Stuttgart line has begun, with two other new lines connecting Hannover-Würzburg and Cologne-Gross Gerau. The three high-speed routes are scheduled for completion by 1985. The Cologne-Gross Gerau route will enable Cologne to Frankfurt area trains to bypass the twisting Rhine River gorge, which despite double-track lines on each bank of the river is crowded with about 650 trains every day.



Two electric trains seen in West Germany: Left, the DB's ultra-streamlined ET 403 electric car on the Intercity train HERMES, which connects Bremen and Munich, photographed at Augsburg last Oct 28. At Right, an Austrian electric loco, #1042.563, a 150 km/hr machine seen at Regensburg, West Germany, last Oct 18, at the head of express train JOHANN STRAUSS running Frankfurt-Vienna. Photos by the author.

Trains running from West Germany thru East German territory to West Berlin have suffered for many years from poor track maintenance by the East Germans and time-consuming border controls. Recently West German officials and the East German Deutsche Reichsbahn were able to agree on a re-routing of the three daily Hamburg-Berlin trains so that an average of about 40 minutes is saved from each one-way trip.

The DB does not match the French National Railroad in the speed of the fastest trains, but does offer numerous TEE and Intercity trains running on routes of more than 250 kilometers at speeds of 110-120 km/hr (75mph) including three intermediate stops.

The winter 1976-77 DB national timetable, called "Kursbuch," has 1,324 pages and sells for 7 Deutsche Marks at stations and newsstands. Outstanding railroad exhibits are featured at the Transport Museum (Verkehrsmuseum) near the main DB station in Nuremberg. Railfans will also find the monorail (Schwebebahn) in operation in Wuppertal since 1901 quite interesting.

The Belgian Federal Railroad, which goes in Flemish by the initials NMBS, operates 2,536 route miles of which 767 are electrified. The NMBS provides very frequent and punctual service on many of its lines, but does not have as fully-modernized rolling stock as the Dutch NS. The Belgian population of 9.8 million, however, takes about 195 million rides on the NMBS each year, or 20 per capita. This compares with 184 million train rides each year by the Dutch population of 13.7 million.

For the benefit of persons touring Belgium, the NMBS sells the Tourist Season Ticket for first or second class travel on trains and certain

buses for periods of 5, 10, or 15 days. Prices for these passes are quite reasonable, according to the current 790-page NMBS national timetable.

The Austrian Federal Railroad is drawing extensive ridership from Austria's population which is equivalent to 24 rides per capita yearly. Known in its German initials as the ÖBB, the Federal Railroad operates good intercity service on its main lines, but branch line and local trains suffer from frequent slowness and aging and very austere coaches. An impressive combination of mountain beauty and good-quality train service is the daytime TRANSALPIN express running from Vienna to Salzburg, Innsbruck and into Switzerland. It features modern first and second class coaches and diner, but is not smooth-riding at high speeds on non-welded rail east of Salzburg. The ÖBB sells various passes to foreigners and natives, as explained in the 604-page national timetable book. The interesting Austrian Railroad Museum (Eisenbahnmuseum) is located not far from Vienna's West Station.

My seven-week visit to these five European nations involved rides on 166 different train runs of the five national systems, ranging in length from a 3-minute hop between two stations in Rotterdam to a daytime 6-hr, 32-min ride from West Germany to Vienna. I also took 13 private railroad, 7 boat and 6 bus rides as one of the more than 200,000 annual Eurailpass holders. It should be highly reassuring to rail passenger supporters that altho these five systems are not operating under the most ideal conditions, they still provide excellent mobility and one of the finest travel opportunities anywhere.

FIRST RUN OF THE "NEW" ARROWHEAD

by Howard Davy

The inaugural run of the "new," extended and rescheduled ARROWHEAD Amtrak service pulled out of the Minneapolis station right on schedule at 8am on Feb 15, with both invited guests and regular revenue passengers on board. Thanks to Amtrak, the Minnesota ARP, with myself as president, and Dan Lovegren, were privileged to be among the guests.

The trip was new in two major respects. This was the first day that the ARROWHEAD would be running all the way to Duluth rather than terminating in Superior. Also, the schedule was flip-flopped, allowing passengers to make convenient one-day visits to the fascinating Twin Ports area. No. 760 would now be leaving Minneapolis daily at 8am for a 3hr, 20min trip to Duluth, and leaving Duluth to return to Minneapolis daily at 5:30pm (#761).

This date was also to be the introduction of Amfleet equipment, but the severe winter problems forced Amtrak to postpone indefinitely those plans. Instead we had a beautiful consist that included (from rear forward) dome coaches 9321, 9455, and 9473; coach 6805, snack lounge 8110, and baggage 1350. To add an even more unusual flavor, the train was pulled by two leased Duluth, Missabee, & Iron Range Railway engines (#129 & 130), a most appropriate substitute for Amtrak units, since the DM&IR's insignia is an arrowhead! These units are being regularly used on the ARROWHEAD while the SDP40F problems are being investigated.

Guests were seated in the last car, #9321, which sported a piano and lounge-type seats and tables, a comfortable dome area with tables, and a food service area beneath the dome, from which Amtrak dispensed complimentary drinks and sweet rolls. Aboard were many VIPs, including R. F. Ringnald, Twin Cities Amtrak District Superintendent; Frank Mag-

(continued on page 16)

DEVELOPING CALIFORNIA'S RAIL PASSENGER SERVICE

An ambitious plan for developing rail passenger service in California has been put forth by a newly formed group, Citizens for Rail California, headquartered in San Diego. The plan ranges from immediate needs to long-range plans capable of implementation by the year 2000 and beyond, and is based on the assumption that the state assumes responsibility for planning and providing such service, with a reliable source of revenue available--not really overly ambitious in the light of the coming necessary adjustments in energy usage and altered transportation balance.

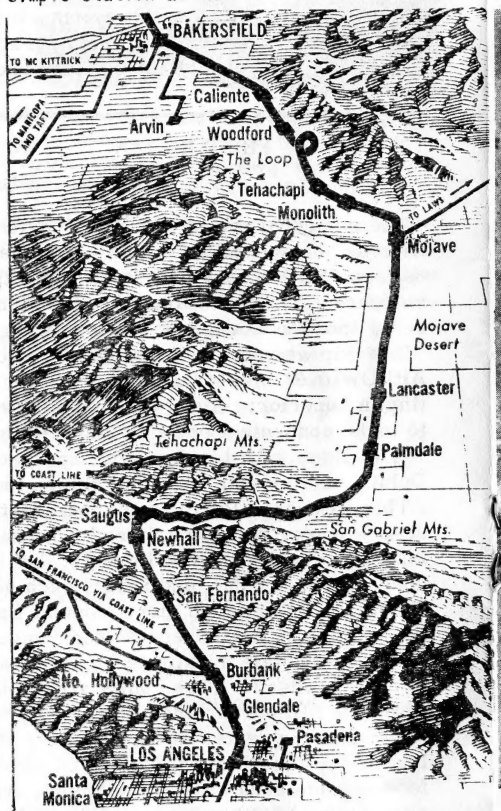
In its recently-published "Program for Rational Passenger Railway Development in California," the CRC calls for these immediate actions (before 1980): (1) Operation of an overnight Los Angeles to Oakland/Sacramento train, which would also double as a San Jose-Sacramento corridor train (northbound in morning, southbound evening). (2) Increase trains on L.A.-San Diego line to 6, and cut 20mins from running time. (3) Operate 4 daily trains in the Sacramento-Oakland-San Jose corridor (including the train mentioned in (1)), and cut running time 20mins on each half of the route. (4) Re-route the SAN JOAQUIN to operate out of Oakland heading south instead of north, running via Niles Canyon for a more direct route to the Valley line, with a connecting train running Sacramento-Stockton-Modesto; and reschedule it to depart Oakland in early evening to provide for day-return trips in the Bay Area and Sacramento for Valley residents. (5) Build a simple station at BART's Coliseum station in Oakland for better transfers for passengers from the south and the Valley; this would serve 12 trains daily--the SAN JOAQUIN, the COAST STARLIGHT, the overnight L.A.-Sacto. train, and the other 3 San Jose-Sacto. corridor trains. (6) Build up the L.A.-Santa Barbara corridor by running 4 daily trains--the STARLIGHT, the overnight train, and two more corridor trains.

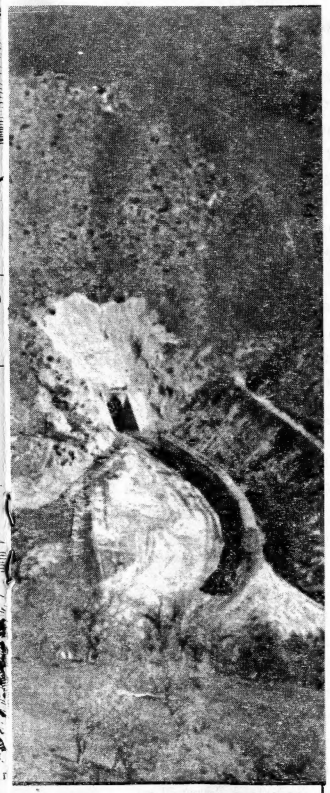
CRC identifies California's four major corridors as: Central Valley (L.A. to Oregon border), San Francisco-Los Angeles, San Diego-Los Angeles, and San Francisco-Sacramento.

Speed and convenient connections are prime criteria of the CRC plan. Thus the San Joaquin Valley route is focussed upon as having the most potential for fast train service between Los Angeles and Northern California points. Hitting the time-sensitive market of travelers on this route would be done in stages. The first step, that could be immediately implemented, is establishment of an overnight train between north and south (on the Coast Route). CRC describes the next step as follows: "most of the slow part of the San Joaquin route is concentrated in the Tehachapi mountains between Bakersfield and San Fernando. In this problem section, the rail route is about 70 miles longer than the highway route. Improvement of the slow section would make the San Joaquin route competitive. For example, a new alignment here, together with minor route adjustments around Lathrop, would make the San Joaquin Valley line between 390 and 410 miles long. Assuming a reconstruction would allow average speeds of about 60mph, and that speed limits in the San Joaquin Valley were raised to 95mph, travel times between Los Angeles and Oakland of 6 to 7 hours would result." An intermediate phase before this speed is attained, however, would be the use of LRC-type trains on the existing route to make possible a schedule of 8hrs, 45mins between Oakland and L.A. on the Valley line.

On completion of the Tehachapi realignment, a Fresno-L.A. day-return train would be introduced and more trains placed on the Sacramento/Oakland-Southern California route. An ultimate aim of six daily departures north from Los Angeles (at 7:30 and 10am, and 1, 4, 6:30 and 9pm) would then be achieved. Still farther in the future would be a possible new line connecting the Coast and San Joaquin lines from San Jose thru Hollister and Coalinga, which would cut an additional 1½ hours from north-south travel and lead to a demand for hourly train service.

One important future improvement proposed by CRC is the conversion of L.A. Union Station into a run-thru terminal. This, with the triple-tracking of the Fullerton-Burbank Junction line, would permit the development of a San Diego-Santa Barbara corridor allowing service on the route without a change of trains in L.A. The establishment of a station to serve Simi Valley/Santa Susana would be a very early (before 1980) improvement recommended for north-south service.





Long-term plans call for replacing the Tehachapi Pass route with a new direct line between Bakersfield and San Fernando, cutting 60 miles from the route and allowing a 6½-hour Bay Area-Los Angeles trip (in conjunction with other improvements). Existing Tehachapi route (above) demanded tortuous negotiations by pre-Amtrak SAN JOAQUIN DAYLIGHT (Bretz photo).

Recommendations for development of the Sacramento-Oakland-San Jose corridor include track improvements for higher speed between Martinez and Sacramento, a segment which has only four curves, "all of them traversible at high speeds." Raising speeds on that leg to 110mph (from the present 70, tho 79 is now legally permissible under FRA standards) would require surfacing and alignment of track to FRA Class 6 standards and installation of automatic train stops at a cost of $12,000 per mile. These 57 miles of improvements would cut at least 20mins from present running times, which are 15mins slower than highway. These are recommended as "immediate" improvements. Long-range improvements in this corridor include construction of a new rail alignment between Point Richmond and Benicia, involving a new crossing of the Carquinez Straits, with the loss of Martinez as a stop, but the gain of Vallejo and the saving of 15-20mins.

Space does not permit going beyond these highlights of the CRC plan, tho the plan includes many other details such as the proposed speeding up of the rail route used by the COAST STARLIGHT thru Oakland, including construction of a viaduct to cross Broadway.

The plan does not go into interstate services, such as the SAN FRANCISCO ZEPHYR, concentrating instead on intra-state travel. Its overall goal is creation of a European-style dense network of trains connecting the population centers of the state.

The full report is available at $1.50 from PO Box 99782, San Diego 92109, or included in a $5 yearly CRC membership, along with a newsletter.

LAST RIDE ON OLD NO. 28

by Edward S. Mann

For the three years that Amtrak ignored Cleveland, only one item prevented Terminal Tower from giving in completely to the sounds of indoor tennis and rapid transit cars. That item was the once-a-day, arrive in the morning and leave at night, Erie-Lackawanna commuter train. Never blessed with a name, "Old No. 28" was known by most everyone along its 66-mile Cleveland-to-Youngstown route. Each time the Erie-Lackawanna and its corporate predecessor, the Erie, had tried to remove the train from service, its loyal riders rallied, marshalling legal briefs, petitions, and telephone campaigns in defense of their train. And each time these dedicated people had saved their train. Until this time.

With the advent of ConRail, Ohio's last commuter train was doomed. The Notice of Discontinuance was posted and remained in place. Friday, January 14 was to be the last run of Old No. 28.

A friend and I traveled to Cleveland on Thursday the 13th. We arrived at Union Terminal at 4:45pm, 35 minutes before #28's scheduled departure. Since this was only my second visit to the terminal, we took the time to make a quick tour of the building.

Cleveland Union Terminal was built in the grandiose tradition of major railroad terminals. On this day we saw most of the terminal's shops which had been installed for the convenience of the rail-traveling public long since closed, the great waiting room given over to an indoor tennis club, and the great flow of people which had once headed toward the likes of the 20th CENTURY LIMITED now heading downstairs toward the rapid transit platform. We joined the two or three people heading toward Track 12 and tonight's train to Youngstown.

On the stairs leading down to Track 12 we encountered a young gentleman from the Regional Transit Authority handing out fliers on bus #24F, the "Solon Flyer," a new "fast service replacing the E-L Train beginning Monday Jan. 17." "Two bus trips will replace the lone passenger train." I questioned the man about the prospects of restoring the train. He did not seem particularly well versed in the subject, and was much more interested in talking about how the RTA was serving the public by adding this new bus route. He refrained from commenting on the fact that this new bus route covers only the last 16 miles of the train's 66-mile run.

Number 29 had arrived that morning with its usual complement of two coaches. Some months ago ConRail had seen fit to remove the third coach from service, much to the disgust of passengers who had used the car as a kind of sleeper...tired passengers could doze in peace on their journey. As a service, the conductor kept the lights off in the car. (As late as 1972, E-L had used 5 coaches on the train.) ConRail #4014, an old E8A still in E-L livery, was at the point, followed by E-L coaches 1305 and 1304. These are both ex-DL&W 62-seaters, built by ACF in 1949.

Old Number 28 departed at 5:21pm, one minute late, to the silent accompaniment of dozens of flashbulbs belonging to Cleveland railfans recording on film their last commuter train. About 90 people rode southeast with us that night, almost all of whom were "regulars." The conductor greeted his passengers by name, inquiring as to their health, and joking a bit. Prior to our boarding, the conductor had left on each seat a printed goodbye from ConRail (see illustration). It was the only written acknowledgement of the train's termination that I saw.

Fast Service Replacing E-L Train

Beginning Monday, Jan. 17, convenient flyer bus service will be inaugurated by your Regional Transit Authority to serve riders of the discontinued Erie-Lackawanna passenger train.

Two bus trips will replace the lone passenger train.

This will enable riders to make a choice of when they want to arrive or leave downtown.

New bus service will be direct. Buses will leave Solon, proceed west on Aurora Rd. to Harper Rd., and then run north to the newly-opened U.S. 422. Speeding over the freeway, buses will turn left on Chagrin Blvd., and then make a direct connection with the Van Aken Rapid Transit line at Warrensville Center Rd. Return service will operate over the same route.

Board buses at the RTA stop sign near the Solon Center parking lot. Regular stops will be made on Aurora Rd. and Chagrin Blvd.

Service will be on a trial 60-90 day basis. This is your new convenient service – use it frequently.

WESTBOUND A.M.

Leave Solon Baldwin Parkway	Leave Aurora-Harper Roads	Arrive Chagrin-Van Aken	Arrive Terminal Via Van Aken Rapid
6:50	6:59	7:21	7:49
7:15	7:24	7:46	8:17

EASTBOUND P.M.

Lv. Terminal Via Van Aken Rapid	Leave Van Aken-Center Via #24F Bus.	Leave Chagrin-I-271	Arrive Solon-Baldwin Parkway
5:10	5:40	5:48	6:12
5:44	6:15	6:23	6:47

CONRAIL

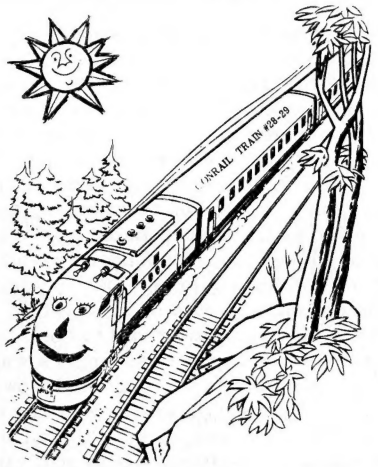
By Solon, 16 miles and 32 minutes from Terminal Tower, more than one-third of our passengers had left the train. A man began circulating a paper to collect names and phone numbers of riders interested in chartering a bus for the run from Aurora to downtown Cleveland (23 miles). These folks were upset because the RTA bus, which was to run from Solon, would go only as far as the Shaker Rapid on the eastern edge of Cleveland. Passengers wishing to go downtown, which would be close to 100% of the people on board, would be required to change from the bus to the rapid to complete their journey. The Aurora passengers wanted their bus to go direct to the Terminal Tower.

The mood of Thursday's riders was one of resignation. The fight was over and they had lost. Oh sure, the petitions would still circulate and perhaps a lawsuit would be brought; but deep down inside, each rider knew that once their train stopped running after tomorrow, it would never return. I asked some how they were being affected by the train's discontinuance. People told me that they would have to buy a car, or move closer to their job, or quit their job and attempt to find other work. To say that these people were being adversely affected by the demise of Old No. 28 would be a terrible understatement.

At Warren, two couples boarded the train with their children for the last 14 miles to Youngstown. Almost all of the Cleveland passengers had reached their stations, and the kids were having a great time exploring the nearly empty coach. It was obvious that these parents had wanted to let their children experience the thrill of a train ride while there was still a train to ride.

We arrived at Youngstown at 7:18pm, 8 minutes late. The train crew gathered and discussed the expected onslaught of people who were to ride tomorrow night's final run. One man had heard that "some nut" had called from Boston asking for information on the train's schedule. Imagine...coming in all the way from Boston just to ride their train! why? The regular passengers had asked me the same question. Why the sudden interest in riding Old No. 28? Some wondered where all these interested people had been while the passengers had been trying to save their train. I was not able to come up with answers that satisfied them.

Standing on the platform at Youngstown, my friend and I watched as Old No. 28 pulled ahead into the yard, where it would be serviced and readied for its final moment in the limelight. The few people who detrained with us went their separate ways, and we had a preview of how Youngstown station would look after tomorrow: dark, silent, and alone.



DATE: JANUARY 13, 1977

TO: COMMUTERS CONRAIL TRAIN #28-29

YOU GUYS AND GALS ARE GREAT!!

THANKS!

ARROWHEAD (continued from page 11)

nusson, Amtrak District Sales Manager; Bob Casey, Amtrak Public Affairs Director from Chicago; Alex Jordan, Amtrak Government Affairs Dept. from Washington; Sheriff and Mrs. Kermit Hedman from Ramsey County (St. Paul); the St. Paul Winter Carnival King and Queen; and many others. Also along were TV crews from all major local stations and newspaper reporters from various Minnesota papers.

At the Sandstone MN stop a local high school band greeted the train, and Sheriff Hedman "knighted" Rev. Earl Snader of Sandstone, who as Chairman of the Sandstone Amtrak Task Force and a Minn. ARP and NARP member has done a tremendous job in rallying support for Amtrak there and saving the BN Sandstone depot for Amtrak use.

We reached Duluth on time at 11:20am, where Mayor Robert Beaudin "cut the ribbon" on the new Duluth Amtrak station. Inside the depot we heard happy welcoming speeches from government and Amtrak officials. Mayor Beaudin was "knighted" in a ceremony with the St. Paul Winter Carnival Queen.

The old and new stations are directly adjacent to each other, with direct indoor access between the two. The new depot is a pleasant and adequate structure that will soon be embellished with a new model railroad display. The old station now houses the Lake Superior Transportation Museum and should be a nice tourist attraction for Amtrak passengers. Funding for the new station was provided jointly by the Upper Great Lakes Regional Commission ($80,000), the city of Duluth ($22,000), and Amtrak ($5,000). Mr. J. O'Keefe, the new Duluth station agent, impressed me as a very pleasant, courteous and capable agent. His work as an agent in Superior, WI, gives him a lot of valuable experience in understanding the needs of Twin Ports travelers.

In order to be successful, this new schedule needs promotional advertising. Minn. ARP hopes Amtrak will proceed with newspaper and TV ads as soon as possible, without waiting for Amfleet cars to arrive.

It is most encouraging that Gov. Perpich has included funds for rail passenger service in his biennial state budget. We are most optimistic that the state legislature will soon approve continued funding. Minn. ARP will continue to be in close contact with state legislators regarding ARROWHEAD funding to ensure that this wonderful service will continue to link the two main Minnesota metropolitan areas.

THE B&M RUNS TO PROVIDENCE! by Peter Roehm

Who would have thought it possible--the Boston & Maine operating passenger trains out of South Station as far as Providence RI in 1977! The B&M yet! A railroad still precariously close to total collapse and not universally known as a passenger carrier.

The official word came the afternoon of Feb 22 following a meeting between the B&M, CR, MBTA, and the RLEA. The final decision had been expected for days to name the B&M as the operator and then following a Feb 18 press release wherein ConRail had "suddenly discovered" that its Boston cost estimates were understated and thus offered its support to a smooth transition to the B&M (or M-K) it was all but obvious who won. It is privately understood that ConRail refigured their cost estimates after B&M's own estimate coming in at just $1.5 million below ConRail's and this was just too close for comfort for ConRail which had no love for the commuter service to begin with. Seeing that it could yet remain as the operator of the South Side services, ConRail played it safe by "correcting" upward its original estimate and in so doing all but assured ConRail's dismissal as a contender, which pleased just about everyone save for a few in the labor end.

B&M has asked for 120 days to permit an orderly transition, and ConRail has agreed. During this time CR employees will reportedly be on a 120-day "leave of absence" after which they must decide whether to remain with CR or join the B&M. All CR employees going to the B&M will become "new" B&M personnel and will operate under the B&M agreement but receive CR wages--one of the flukes arising from a multitude of labor contracts over the years between the unions and the B&M, B&A, NYC, PC, CR, and NH. Some 350 people (ConRail and Boston Terminal personnel) are involved, and much of the labor picture including the seniority protections is yet to be finalized. B&M has made it clear that it wants no firemen and that it plans to institute labor economies on the South Side routes along the lines that it had on the North Side. Amtrak will continue to dispatch the trains, as it has done for ConRail.

Trackage rights have been granted over the old B&A's Grand Junction branch to facilitate transfer of equipment from the South Side to the B&M's Charlestown engine facility and/or the North Billerica shops. In time there will be an exchange of equipment as the South is desperate for Budds and the North could use some locomotive-coach sets. B&M Budds going to the South would require cab signals as all lines require them save for the Needham branch. CR's only non-equipped Budd car, ex-NYC 55 from the Ann Arbor commute run, operates solely on this line. Before June specs will be out on 5 new locomotives for the MBTA and bids will be taken to rebuild some of the 25 units presently in the stable (17 GP-9 and 8 E-8); of the 25, 15 work and 17 are needed for schedules (3 CR units are on lease to cover). In fact, had all of the MBTA power been operating this winter, several would have seen service on the B&M rather than pulling B&M SW-1 and SW-8 yard goats into the commuter pull to relieve ailing Budds.

B&M now has the management contract for the entire Boston commuter rail service. This had long been hoped for but not expected for some years hence. In time, fares will be standardized along the B&M time zone system. The contractor is locally domiciled for fast action and is very much experienced in Boston commuter rail. The first phase of a unified commuter rail system in eastern Massachusetts has begun, and along with the $285 million capital improvement project, planned extensions into New Hampshire and Rhode Island, the ultimate completion of the Central Artery and its double-track connector between Boston's two terminals, one will see within ten years a commuter rail operation second to none. The B&M to Providence is just the beginning.

Mixed Train of Thoughts

AMTRAK ISSUED THE following list of dates that it restored service on the eight routes on which it was suspended Jan 19 because of the winter conditions: BLACK HAWK Chicago-Dubuque, Feb 1; ST. CLAIR, Chic-Detroit, Feb 3; ILLINI, Chic-Champaign/Urbana, Feb 9; Two of 6 Chic-St. Louis trains, Feb 15; MOUNTAINEER, Chic-Norfolk, Feb 17; FLORIDIAN, Chic-Miami/St. Petersburg, Feb 18; INTER-AMERICAN St. Louis-Laredo, Feb 22; SHENANDOAH, Washington-Cincinnati, Mar 2. Amtrak said that it will soon begin a $6.8 million program to modernize its Chicago facilities as the first phase of a $38 million project scheduled for completion by 1981. One person who examined Amtrak's "hospital train" of iced-up cars after its arrival in New Orleans reported that there was still so much ice in the interiors that one could not walk thru the cars without slipping unless he used the seats for supports. An anonymous insider charges that much of the frozen car problem was attributable to disorganization in Chicago's two big yards (12th St.-ex-PC, and 21st St.-ex-ATSF). The report says that poor management riddled with favoritism and politics causes the disorganization. The yards have "gone to pieces", is the claim, since winter weather set in in mid-October. The good organization the Santa Fe had is gone; on a recent cold day at 12th St. only half the employees showed up. Young, inexperienced people become foremen. Maybe the modernizing program will help things..... SAN DIEGAN LINE is to see a fifth train added, under state sponsorship like the CALTRAK SAN DIEGAN, starting Apr 24 (good timing: in conjunction with the arrival of 4449 in L.A.). It's to leave L.A. daily at 1:30pm and leave San Diego at 9:30am, and will utilize existing Amfleet equipment, with possibly one more Amdinette required..... PLANNED OAKLAND-SACRAMENTO train may not meet its Jul 1 startup date due to a snafu in construction of the Richmond CA station now underway. Initial building of the platform didn't meet SP requirements and had to be ripped out..... VALPARAISO, INDIANA COMMUTER train of ConRail is now set for its last runs on Apr 8 unless something intervenes.....

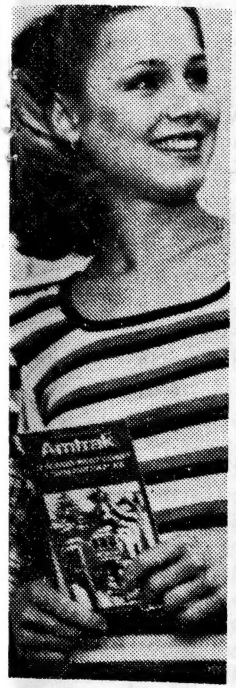
* * *

AMTRAK'S FEBRUARY TIMETABLES have been tallied up by Jack Ferry, and the following have been accounted for: Form 1, NY-DC; Form 2, NY-Phila; Form 3, Boston-Springfield-DC; Form 4, NY-Boston-Springfield; Form 6-A, LONE STAR & SOUTHWEST LIMITED timecard; Form 7-B, LAKE SHORE, NIAGARA RAINBOW timecard; Form 8-B, COLONIAL timecard; Form 9, NY State; Form 12-A, Michigan trains; Form 14, RILEY-MOUNTAINEER. And Amtrak printed a National Timetable, Form A, in an edition of 30,000 for ticket sellers and officials only, on heavy brown paper..... THE AUTOMATIC WASHER at Amtrak's Oakland terminal will no longer be used because of the drought. The SAN FRANCISCO ZEPHYR and SAN JOAQUIN will instead be hand-washed there, saving about 10,000 gallons of water daily. The SFZ will continue to be washed in Chicago..... THE ROCHESTER STATION will be demolished by the Rochester Atlas Wrecking Co, who will first build a temporary station on the site until a new station can be completed. Amtrak announced signing of the contract on Mar 4. The new station, one of 5 being rebuilt or replaced under a joint Amtrak-NY State program, is scheduled for completion by May 31, 1978..... FORMER TRANSPORTATION SECRETARY Coleman was asked last month by a NY Times reporter why he held up Amtrak's funds for rebuilding the NE Corridor, and Coleman denied responsibility for holding up the project, saying "there were no plans ready" and Amtrak hadn't assured him that minority contractors would get 15% of the work..... TWO CHICAGO TRAINS, the LAKE SHORE and the BROADWAY, will have a roundtrip coach excursion fare of up to 25% off from Mar 15 thru May 31. The 30-day fares are not good for stopovers and do not apply for travel starting on some peak spring dates.....

AMTRAK PRESIDENT REISTRUP was scheduled to testify before the House on Mar 7 regarding Amtrak's Fiscal 78 budget request.....

THE "IN" WAY to travel: you know rail travel is coming of age when you see a model in a Macys clothing ad holding an Amtrak timetable (see illustration below).....

THAT REPORT HERE last issue about the UC Irvine professor's claim that rapid transit systems waste energy has a sequel. The professor's article appeared in Science magazine (Feb 11) accompanied by another scientist's article (an Illinois computer scientist) rebutting the thesis. He concluded "the opposite"--that "rail transit is not an energy waster. And even if we were not sure of this point, energy policy should direct government transportation investment away from highways and toward rail transit. Existing highways will more than handle the bus traffic"..... SIXTY PER CENT of Amtrak's passenger miles are generated by long distance trains, while short distance trains yield 14% and NE Corridor runs generate 26%. This information comes from Amtrak's Annual Report..... THE SAN DIEGANS continue to show spectacular ridership increases. The Feb figures are in, showing a jump of 76.9% above Feb 1976--from 25,362 to 44,858. The corridor is becoming one of Amtrak's big success stories, and must please the state Transportation Dept. as well. Amtrak said that informal surveys indicate that new riders are mainly from the private automobile and not from other forms of public transportation..... THE SAN JOAQUIN gained 25% in ridership in Feb, compared to Feb 1976. This modest increase shows that it takes more than new cars to attract riders--tho the Amfleet cars are certainly very pleasant as they poke around in the boonies of the Delta country. Everyone seems to agree that some rerouting and/or re-scheduling needs to be done, but there are many differences of opinion on what that should be, with the CRC plan outlined on pages 12-13 being the most radical. Time will tell what plan is adopted. In other Western corridors, the PACIFIC INTERNATIONAL had a 98% ridership increase in Dec, which was when Canadians were traveling to Seattle for shopping sprees. The Seattle-Portland trains jumped 66% in Dec and 15% in Feb. We didn't get the Jan figures..... NEWLY CREATED POSITION at Amtrak is that of VP-Computer Systems Services. Amtrak filled that position by naming Donald L. Larson, who was President of Denver Technological Center, to the new post. He was with United Airlines for almost 20 years..... AMTRAK ECONOMY EXPRESS rates will rise 5% Apr 1 because of inflation. The Priority Express fee, a flat $10, will remain unchanged. Amtrak express revenue in 1976 totaled $2 million, a 30% increase over the previous year.....



AMTRAK'S 4449 TRIP announcement was held up six days when it was discovered that no one knew whether the big engine could operate over the Huey P. Long bridge at New Orleans (the SP had never operated it east of Houston). The Public Belt Rwy of New Orleans has jurisdiction over the bridge, and they didn't know the answer. So a mass of specs was fed into the computer of Majeskin-Masters Co. of Harrisburg and the final answer came out on Mar 3 that the engine could use the bridge. That was the final word that Amtrak needed to go ahead with the formal excursion announcement (see p.3). If the word had been "no," an awkward detour would have been in store..... THE EUROPEAN NATIONS are preparing for the transportation of the future by building more high-speed rail lines. Italian, French and German lines will eventually be linked in a single network that will allow Europeans to travel as fast as flying on the rails in an age when air travel will surely be greatly diminished. On Feb 24 Italy ran a demonstration of a high-speed electric train for 83 miles out of Rome, to show off new 150mph track, the fastest to date in Western Europe and the equivalent of Japan's Tokyo-Osaka line. The French Paris-Lyon 180mph track which will better it is scheduled for completion in 1982...

SEARCHING FOR ROOTS: While everyone seems to be looking for their roots these days, a bunch of people in Washington are looking for routes to pull out of the Amtrak system. Congressman Fred Rooney, Democrat from Pennsylvania, is Brock Adams's successor as Chairman of the Transportation subcommittee, and he reportedly wants to eliminate a number of "money-losing" long distance routes. He notes that most of the Congressmen have Amtrak routes in their districts, while he is "one of the few exceptions" (quick, Amtrak, get him a route!). He names Chicago-Seattle, Chicago-Houston, and Chicago-Florida as the biggest deficit-gatherers. It seems more and more likely that at least one route will be named for elimination, while one or more others are added (see also article p.3 last issue). Secretary Brock Adams told the Washington Star recently: "I don't think (the Amtrak cuts) will involve a great reduction of the total route system, but that service in areas where there is light density will have to be reduced. I have suggested to (Amtrak) that they come up with a package of routes to be added and dropped to produce fewer losses." But Dr. Dan Monaghan (see last issue) makes the cogent point that the long-distance trains have been "under-privileged" and it's unfair to drop them without waiting for the new equipment test. The short distance trains have shown that new cars will greatly stimulate ridership. The same should happen with the long hauls, so they should be given a chance to see how they respond to the stimulus of new equipment.....

* * *

WHEN THE FLORIDIAN was annulled, Auto-Train ran its own weekly train between Sanford and Louisville, on the FLORIDIAN's schedule, arriving and departing Louisville on Saturdays (Jan 22 & 29, Feb 5 & 12). These trains consisted of 2 A-T engines and 26-27 cars. The restored FLORIDIAN has no Miami thru cars. A-T engines are used rather than SDP40Fs, with a pair of E units north of Louisville..... COLUMNIST JACK ANDERSON reported Mar 9 that some of the historical documents carried on the Freedom Train were damaged to some degree, with humidity being the biggest offender, despite precautions..... THE LOS ANGELES City Planning Commission has sent the Mayor a plan for redevelopment of the area around L.A. Union Station, converting much of the station into a Latin-American cultural and commercial center, with Amtrak using a smaller portion of the building or possibly a separate nearby building. The nearby Chinatown business district would be expanded into present rail yards..... NEW AMCLUB CARS are appearing in the NE Corridor. Al Crossley found one (car 20670) on the MERCHANTS Feb 4, with a layout like that he diagrams below. It has a capacity of 33 first class seats

with no coach section. The door between it and the first coach was closed, assuring more privacy for club riders..... AMTRAK IN SUNSHINE: front page of Wall Street Journal (Mar 8) discusses "government-in-the-sunshine" law now taking effect, which opens federal agency meetings to the public. Whether it applies to Amtrak meetings is a question. Robert Swan replies that Section 301 of the Amtrak Act says "The Corporation will not be an agency or establishment of the United States Government" but allows for the later repeal of the clause, tho such has not been done..... WALT DISNEY PRODUCTIONS was recently said to be considering purchase of the famous Sun Valley resort, located north of the Shoshone, Idaho stop of the forthcoming Seattle-Salt Lake train..... RTN BEATS HUSTLER: A Colorado reader tells us: "Your magazine is still tops with me and it gets read before the local newspaper and the latest copy of Hustler magazine or Playboy"...

A COLONIAL IMPROVEMENT: Amtrak announced Feb 23 that its Board approved construction of a $1 million track connection in Richmond VA that will eliminate a bottleneck for the COLONIAL. Amtrak said the action indicates the train is now

no longer an experimental one but part of the permanent system. President Reistrup said the train is carrying more than double the number of people the Charlottesville-Newport News train carried. The new connection will cut the COLONIAL's running time by 10 minutes and save $106,000 per year. The Chessie System and SCL will do the construction for Amtrak, starting this spring and taking 9 months. Meanwhile, an insider complains that the COLONIAL is not running thru to Boston; travelers must change trains in DC and NY, and this discourages business. And the promised speeded-up schedule of the PALMETTO this year has not yet occurred, probably because of the National Transportation Safety Board's speed restrictions placed Feb 3 on the P30 engines (while they and the SDP40Fs are being studied)...

* * *

SEVERAL READERS ASK what happened to Amtrak's planned on-board magazine, "All Aboard." We wondered too, since copies of RTN sent there were returned by the post office. Amtrak said the publisher, Caldwell Communications Inc. of New York City, has either gone bankrupt or out of business--a spokesman wasn't sure which--and so it'll be some time before the publication gets off the ground..... PRESIDENT CARTER'S PHONE-IN of Mar 5 missed some questions that citizens wanted to ask. One such appeared on the front page of the San Francisco Chronicle, at the top of the list: "I'd ask what specific steps he'll take to undo the damage the automobile has done to our environment and society. There's too much pollution and a trend away from mass transit." This question came from a Daly City CA man.....

* * *

THE MICHIGAN EXECUTIVE, heading for Detroit on Feb 15, hit a pickup truck at a crossing in Chelsea. The truck driver was trapped for an hour in the wreckage, but was saved by his seatbelt and the fact that the train was doing only 35mph, slowing for a station stop. There were no injuries on the train. The conductor said he saw the truck trying to beat the train to the crossing..... A STATE BILL, #SB 429, was introduced in the California Senate Mar 2 by Sen. Alfred Alquist, to provide $970,000 state funding for restarting the DEL MONTE train..... MUCH OPPOSITION HAS risen to the SP's plan to abandon most of its San Diego and Arizona Eastern RR. One unnamed local person is reportedly ready to buy the line from SP. The tracks were badly damaged in a hurricane last September..... CONNECTICUT STATE BILL to provide more passenger rail funding and help develop the Inland Route was designed by Attorney James M.S. Ullman and introduced in the state legislature recently..... Mailing date this issue: Mar 11, 1977.....

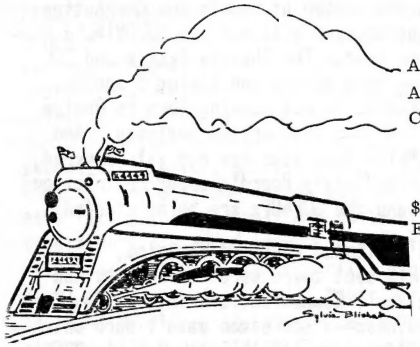
RTN'S RAIL TRAVEL YEARBOOK: We inadvertently pulled a Madison Avenue stunt--the announced publication date of our first yearbook, Dec 30, came and went and still the publication was not ready for mailing. We expect to have it ready soon, but won't make a formal announcement until we see the whites of its eyes. We hope to publish a 1976 yearbook also, but won't announce it until it's off the press. Please bear with us a little longer. Many thanks from the publishers of RTN.

QUOTES OF THE WEEK***

"There was an air of excitement..., the sort that always surrounds the start of a long journey. I was after a sense of distance, a feeling that I was actually going somewhere."

--Jean Butler in "Chumming on the Club Car: On the Broadway Limited You Never Know Who You're Talking To" in Chicago Magazine, December, 1976.

AMTRAK ACCIDENTS (continued from page 3)
This is a point where ICG and ConRail track cross each other. The CNW train, on CR track reportedly ran a signal and struck the Amtrak liner. Both Amtrak diesels were derailed. There was reported $25,000 damage to engine 601, and $2000 to 614. CNW engine 1214 derailed and suffered $15,000 damage, and a number of CNW freight cars were damaged. The Amtrak engineer reportedly suffered a fractured vertebra, and the CNW engineer, CNW head brakeman, and Amtrak fireman were shaken and bruised. Train 22 was delayed about 2 hours, and passengers were bused on to Union Station.



ADVANCE RESERVATIONS NOW AVAILABLE!
Amtrak's #4449 Steam Excursion, April 1977
Call or write: Ted or Sylvia Blishak (415) 326-7330
Accent on Travel 322-6351
1030 Curtis Street
Menlo Park, CA 94025

$10 deposit secures reservations for any portion.
Exact prices and itinerary available early March.

EXPRESS ADS

RAIL FANS ONLY! It's easy to secure your AMTRAK & CN reservations and tickets (or USA Rail Pass)--from anywhere in the world. Tickets by mail from GREAT WESTERN TOURS, 639 Market St., San Francisco 94105, or call (415) 398-2994.

DINING CAR DISHES, glasses, silver, cloth. Timetables, guides, Pullman, stationery, rules, metal items from 25 railroads. Long stamped envelope for list. J. McClellan, 1752 S. Wichita, Wichita, Kan. 67213. (Will buy large and small railroad collections.)

DINING CAR ASSOCIATION of collectors and travelers now organizing. Information: Dining Car, Post Office Box 124, Shawnee-Mission, Kansas 66201.

TIMETABLES-Selling "Best of 60's" Ten System TTs - $10. SSAE for new list quarterly. Carl Loucks, 199 Wayland, Hamden CT 06518.

Business Car No. 101 "Prospector." This classic and elegantly furnished ex-DRGW standard gauge business car now for sale. Car interior is wood paneled throughout and includes 3 staterooms, 2 showers, dining, lounge, and kitchen areas. Mechanically and structurally sound. Available for inspection in Los Angeles. T.C. Pearson, 7046 Leewood Forest Dr, Springfield VA 703-750-2369.

We periodically operate fantrips using our ex-Frisco Pullman, "Eugene Field." Now, 1-day trips & other RR excursions may become available. For flyers, send 6 long SSAEs to: Railroad Enthusiasts, NY Div, Box 1318, Grand C.Sta, NY 10017

GG1 4935 OPERATING in its original dark green paint, pinstripes & Pennsy lettering? Yes! Amtrak will restore 4935 for less than $10,000 but funds must be raised by end of March. You can help! Contributors of $5 or more will receive commemorative booklet. Please make checks payable to: FRIENDS OF THE GG1, c/o Phila. Chapter NRHS, Box 7302, Philadelphia PA 19101.

RAIL TRAVELLERS OF CANADA UNITE! You have nothing to lose but Mirabel and Pickering. Join your fellow travellers in 9 provinces to demand revitalized rail passenger service. Help TRANSPORT 2000 represent your views to government, industry and the press. Membership fee of $5 incl. card, brochure & newsletter. Write TRANSPORT 2000, Box 300, Terminal A, Ottawa, Ont. K1N 8V3.

YOU'RE INVITED--MEXICO RAILFAN FUN-TRAIN--July 17-31, 1977--Copper Canyon, Taxco, Acapulco, Mexico City, Guadalajara, Metro, Street Cars, locomotive ride, join anywhere (trip starts in Oklahoma), Mexico cool in summer--write MIDWEST TRAVEL SERVICE, 2936R Bella Vista, Midwest City, OK, 73110--Phone 405-732-0566.

Railroad, Traction, Trolleys, Airlines, Shipping, Expositions and Americana uniform buttons. Stamp for list. J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

RTN ADVERTISING RATES: Express Ads $1 per line of 80 spaces. Display ads $25 per half-page (maximum size--4x5 inches); $12.50 quarter page (camera-ready). Write: Massage Media, Ad Dept., Box 9007, Berkeley CA 94709. Thank you!

LETTERS (continued from page 2)

World War II bought most rolling stock suited to long-haul runs.

However, the question of Amtrak's route structure should be one of need, not profitability. Contrary to what the vociferous long-haul partisans tell us, few ride these trains between end points. Most are short-haul patrons. But the short haul runs of greatest potential are in the East, Midwest, Florida, Pacific Coast, and a few other areas. There are some 30-40 such runs, most of which under the profit motive were never properly operated to attract volume short haul ridership in the past. If trackage capital costs are more than on the cruise liner trains, so be it. Amtrak will get greater support from a public which sees its passenger services as useful rather than largely ornamental. The European railroads have been proving this for decades.

John R. Pawson
Willow Grove, Pennsylvania

I would like to compliment you on the excellent abstract you did on the "Case for the GULF WIND" study done by the Jackson County (MS) Planning Commission (2nd Jan issue). This study I feel is the most comprehensive ever undertaken by any agency outside of Amtrak, and points out many shortcomings in Amtrak's original study. A limited number of copies of the report are available by writing: H. C. Crisman, Jr., Jackson County Planning Commission, 600 Convent Ave., Pascagoula, Miss. 35967.

Dr. Charles A. Dunn
Miami, Florida

The GULF WIND proposal is a fine example of flogging a dead horse. Passenger trains are supposed to get people out of their automobiles, and provide a more convenient, and at least as rapid a means of transportation. An overnight coach train may appeal to a few hardy souls who would otherwise ride buses, but it won't get them out of their automobiles, and that's where the potential has to be.

The rail route is 65 miles longer than the highway route, almost entirely in the Mobile-Pensacola segment, where there is a 44-mile north-south segment. The New Orleans-Mobile part could probably work, but Mobile-Jacksonville has very poor potential because it is way too slow and doesn't tap enough population. To be of much use within the Amtrak system it has to make reasonable connections with trains at Jacksonville and New Orleans, and the proposed schedule doesn't even come close on connections.

Robert T. Clark
Sanford, Florida

In order for the GULF WIND to serve Panama City FL it would really have to make a detour. Panama City is about 50 miles south of Marianna and is served by the Atlanta and St. Andrews Bay and has no passenger service.

Joseph L. Oates
Casselberry, Florida

"Mixed Train of Thoughts" asks in the 2nd Jan issue "what will happen to the best of existing Amtrak cars when re-equipping with bi-levels and Amfleet is complete." I don't have a bit of trouble answering that; I know where I'll be riding them--winding up thru the maguey fields from Tepic to Guadalajara on FCP's EL COSTENO, or watching the sunrise in the beautiful Valle de Oaxaca from a bedroom on NdeM's #114, or returning after a pleasant cocktail and dinner hour in the Salon Cantina and Coche Comedor on EL TAPITIO out of Estacion Central de Buenavista. I'll be riding them and hoping that RTN will someday recognize that passenger train travel doesn't end south of Mexicali and Nogales and El Paso and Presidio.

John V. Fels
Phoenix, Arizona

Can anyone explain why the NIAGARA RAINBOW between NY and Detroit, a distance of 676 miles each way, has only coach service? Surely a train that takes 14 hours each way deserves some sort of a first class service.

Walter M. Kaufman
New York, New York